

anecdotal. Parents know this was a falsehood, and so do we. By its very nature, Snapchat is a predator's dream; TikTok is a hot bed of foreign propaganda; Twitter is a free-for-all, and they are going to stay that way as long as their executives keep making money. They are following the dollar.

Of the service they provide, they continue to say: Well, it is free. The service is free.

The sad thing is, it is our children who are the product. Our children and their usage online—that is the product that these tech companies are using to make money and pad their pockets. All you have to do is look around at the state of discourse in this country to know what this kind of exposure will eventually do to an impressionable child, especially after isolation from school lockdowns during COVID.

This isn't a question of bridging a generational divide. Parents understand that they need to be involved in their kids' lives. They want to be involved in their children's lives. It is sad and hurtful and devastating when they are not involved. They accept that times change and that they will have to do their research if they want to keep up and make certain that they are keeping their children safe, but they will never accept Silicon Valley's argument that they aren't smart enough to understand what is going on.

Unfortunately for Silicon Valley, the Senate has done the impossible and rallied behind bipartisan legislation to give parents and kids more control over their online experiences, and you are right—Big Tech is fighting back.

Back in February, Senator BLUMENTHAL and I introduced the Kids Online Safety Act. Here is what it would do:

First, it would force platforms to give minors the ability to protect their information; disable addictive product features; and opt out of algorithmic recommendations.

Next, it would give parents the ability to help control their kids' online experience as well as a dedicated channel to report predatory behavior. Predatory content and content that promotes self-harm, suicide, and eating disorders to minors will now, indeed, be a problem for these platforms to deal with—no more denial or deflection.

We also included requirements for annual risk assessments and access to datasets we can use to assess safety threats to underaged users.

It should be obvious by now that American parents have had enough of powerful people trying to control their children. They have said no time and again to the Biden administration's radical socialist agenda. They have said no to the racial politics the unions want to inject into public school curriculums, and now they are saying no to Silicon Valley.

I think it is our duty to give them the help that they are looking for. I urge my colleagues to join Senator BLUMENTHAL and me and support the

Kids Online Safety Act and to do this in support of parents. They are not going to let this issue go. When I talk to moms, this is one of the things they talk about the most: as I said, inflation, the border, crime in the streets, drugs on the streets, and Big Tech and the harm it is bringing to our children. They are going to stay on this issue because they know their children's lives and safety depend on it.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

Ms. HIRONO. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

ABORTION

Ms. HIRONO. Madam President, Republicans continue to be totally shocked by the leak of a draft Supreme Court decision. But what is truly shocking is the fact that we have a radical, rightwing majority now on our Supreme Court, thanks to three Trump Justices who are poised to take away a constitutional right that women in this country have relied upon for almost 50 years.

The Supreme Court has never overturned a constitutional right it has earlier conferred. And yet today, in 2022, women across the country are going to wake up and no longer have control over their own bodies once the Supreme Court stays its course to overturn both Roe and Casey. The Republican Party has sabotaged the Supreme Court, and women and girls across the country are going to pay the price.

In 13 States, the minute Roe is overturned, abortion will be illegal, and dozens of other States will move to do the same. These States are prepared to outlaw abortion with only narrow exceptions, if at all.

Imagine this. If a child is raped, Republicans will force her to give birth. If a woman's life is in danger, Republicans will force her to give birth, despite the fact that the United States already has the highest maternal mortality rate of any developed country. If a woman cannot afford to raise a child, Republicans will force her to give birth anyway. And then, once that child is born, all of a sudden, their concern for that child pretty much goes out the window.

They have done little to support women and families. They have repeatedly blocked Democratic efforts to provide healthcare, childcare, paid family leave, and more. There is nothing pro-life about that. And if a woman chooses to get an abortion for any reason, whether it be rape or medical necessity, Republicans stand ready to throw in jail women, doctors, and even those who help people access the procedure.

And make no mistake, if Republicans take control over the House and Sen-

ate, they will press to pass national legislation that will outlaw abortion throughout the country.

I have been an advocate for reproductive freedom for decades. When I was in college, abortion was not legal. It was the first time I wrote a political letter to the members of Hawaii's congressional delegation asking for their position on abortion. Abortion is one of the reasons I became an activist. And I fought against concerted efforts to limit abortion in Hawaii during the 14 years that I served in the Hawaii State Legislature. I knew then, as I do now, that women should be able to control our own bodies.

And, sadly, the threat to women's freedom is as real today as it was when I was first advocating for this right decades ago.

I am proud that Hawaii was the first State in the country to decriminalize abortion before Roe. So regardless of the Supreme Court decision, women's reproductive freedom in Hawaii will be protected. But for how long? So many women across the country do not live in States like Hawaii that protect the right to an abortion.

Barriers to abortion access have always existed—barriers like finding childcare, taking time off from work and travel and transportation and more. The number of women dealing with the obstacles to get the essential healthcare they need will skyrocket if Roe is overturned.

And we know who is going to be harmed the most: people who can't travel, including people with low incomes, people with disabilities.

Due to systemic barriers and this country's legacy of racism and discrimination, Black, Latino, indigenous, Asian Americans, Pacific Islanders, and other people of color disproportionately feel the effects of abortion bans and restrictions.

We know this is true because we have seen it play out in Texas. Already, women in Texas have to travel hundreds of miles to seek abortion services. Many women in Texas do not have the means or the opportunity.

When you read Justice Alito's draft opinion, it is quite clear that this Justice has harbored a desire to overturn Roe for the 16 years he has been on the Supreme Court. And, now, thanks to the three Trump Justices, his radical opinion on abortion is no longer dissent but the majority opinion. This is our worst fears coming true.

Meanwhile, I listened to MITCH MCCONNELL, the Republican leader, this morning, who kept calling Democrats "extreme" in our view—in our commitment to supporting a woman's right to abortion. He said that he would never support "smashing" the filibuster on this or any issue. Well, he had no problem smashing the filibuster when it came to Supreme Court Justices, and that is the very reason that three radical Trump Justices got on the Supreme Court in the first place and the reason why women are about

to lose a constitutional right that we have relied upon for almost 50 years.

Make no mistake, these radical Justices are just getting started. Alito's draft opinion, which denigrates any privacy basis for Roe, casts doubt on other privacy rights. Without privacy rights, the States are basically unfettered in what they do.

And now that the radical rightwing Justices are on the cusp of getting what they wish regarding abortion rights, Justice Alito is already signaling what is next: revisiting Obergefell, the marriage equality decision. And we know so much more is at stake.

We cannot sit back and accept this as our new normal. We cannot go back to a time when women had no autonomy over our own bodies. We cannot go back to a time when members of the LGBTQ+ community were treated as second-class citizens. And we cannot go back to a time where basic human rights were left up to the States—to the States—to decide.

Since when do States get to decide whether or not a constitutional right exists? That is what we have the Supreme Court for, and that is what the Supreme Court is not making sure that we continue to protect.

So here we are. Not only do we have to push to codify Roe nationally, but we have to take this fight to the ballots in November. As Justice Alito, in his draft opinion, cavalierly said, basically: All you women out there, go out and vote. So, yes, he is calling on the women of this country to use our energy and our resources to fight for a right, a constitutional right, that women in this country relied on for nearly 50 years. And, yes, that is exactly what we are going to do.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Ms. CANTWELL. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

NOMINATION OF ANN CLAIRE PHILLIPS

Ms. CANTWELL. Madam President, I rise today to urge my colleagues to support the nomination of RADM Ann Phillips to be Administrator of the Maritime Administration.

Rear Admiral Phillips served in the U.S. Navy for 31 years, served in Operations Desert Shield and Desert Storm, and held leadership positions such as the Director of Surface Warfare for the Chief of Naval Operations. Most recently, she served as special assistant to former Governor of Virginia Ralph Northam, where she focused on coastal adaptation and protection.

This nomination is so important to our maritime industry, especially as we are facing unprecedented challenges in the maritime supply chain. The Maritime Administration is responsible for

supporting America's maritime transportation industry, including supporting the health of the U.S. merchant marine fleet, investing in port infrastructure, supporting American shipyards, and growing and training the maritime workforce.

Never before have maritime and shipping issues been more important to the health of our economy and consumers. Our ports are handling record amounts of cargo as COVID-19 has caused consumers to shift their spending habits to e-commerce. The arrival of these imports has led to record volumes at our U.S. ports.

In 2021, the Ports of Los Angeles and Long Beach moved 10 million containers for the first time ever. In my State, the State of Washington, the Northwest Seaport Alliance saw a 15-percent increase in container volumes over the last year. So this unprecedented volume continues to cause massive challenges of ships backed up offshore and vessels anchoring or loitering in waiting areas near the Ports of L.A. and Long Beach. Twenty-two percent of sales have been lost by agricultural exports due to transportation delays and cancellations, with products like potatoes, milk, wheat, and seafood that are literally rotting on our port docks.

My colleagues and I have been working hard to pass the Ocean Shipping Reform Act. And we did that out of the Senate, and now, obviously, our colleagues in the House—we have different bills—hopefully, will either resolve this in USICA or, with the passage of one of these bills, with the Senate bill maybe being passed by the House.

But the Federal Maritime Commission needs tools to crack down on bad actors in the shipping industry and reduce costs facing consumers. Our bill that passed in March that, as I said, we are working to reconcile, we believe needs to become law as soon as possible.

But the bill is only a piece of the supply chain challenge. We need to make serious investments in our port infrastructure to handle the increasing capacity and get goods moving, and MARAD is charged with overseeing the Port Infrastructure Development Program, the primary grant program used to invest in our ports and help move our products. That is why it is so important to have this position.

President Biden's bipartisan infrastructure law included 2.25 billion MARAD port infrastructure development dollars for the next 5 years. I want to thank my colleague Senator WICKER for working with us on this—this is such critical infrastructure investment—and all my colleagues who supported those programs. This huge economic opportunity and the volume of our trade needs the infrastructure at our ports to continue to increase.

We need Rear Admiral Phillips confirmed to make sure those dollars get out the door and get them to our ports now. We need the leadership of this or-

ganization to improve the resiliency of our ports, which are vulnerable to climate change and extreme storms. And we need Rear Admiral Phillips' experience in coastal resiliency as we have charged MARAD with building a maritime industry for the future that makes sure that we are looking at shore power issues and operating on cleaner fuels.

And we need Rear Admiral Phillips' experience in the Navy that will bring the expertise to the workforce mission. MARAD is tasked with ensuring that the United States has a strong merchant marine workforce to support the U.S. Sealift Program. The events in Ukraine have shown us that we must deal with the shortage of merchant mariners. It is estimated that we are over 1,800 merchant marine officers short of the need in case of a conflict. With the rise of China and the ongoing conflict in Ukraine, we cannot take another minute for granted for the need for U.S.-flagged ships and U.S. mariners to support the logistics of the U.S. military. I know the Presiding Officer knows this very well.

In addition to strengthening our workforce, we need to invest in our shipyards, maintain our national defense needs as well as strengthen the U.S. flag fleet. This means investing in modern shipyards and identifying incentives to build new generations of U.S.-flagged ships.

These U.S. merchant mariners are also vital to the maritime industry. My State and various States face a workforce shortage and many of our other maritime sectors also. We need to skill and train a workforce for tomorrow.

Maritime jobs are good, family wage jobs, but we need to have a talented workforce that is inclusive, and we need to have an inclusive environment and work with the Coast Guard and the maritime industry to address issues of sexual assault and harassment to keep people safe in the workplace at sea.

Rear Admiral Phillips is the right person for this job to help the industry, the maritime unions, the shipping companies, and the Coast Guard to foster change. She has been a trailblazer in her career because she has been the first woman to command a destroyer squadron, the first woman Director of Surface Warfare, and now the first woman Maritime Administrator.

I urge my colleagues to support her nomination.

CLOTURE MOTION

The PRESIDING OFFICER. Pursuant to rule XXII, the Chair lays before the Senate the pending cloture motion, which the clerk will state.

The legislative clerk read the cloture motion as follows:

CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, do hereby move to bring to a close debate on the nomination of Executive Calendar No. 708, Ann Claire Phillips, of Virginia, to be Administrator of the Maritime Administration.